

# Design Adjustment Application



**DEVELOPMENT  
SERVICES  
DEPARTMENT**

The purpose of this request is to seek a Design Adjustment from the Development Services Director, or designee, for a specific project only and, if granted, may be approved with special conditions and provisions. This application and all further action shall be consistent with Section 10.2.18 in the Unified Development Ordinance (UDO). The consideration and decision of this request shall be based solely on the conformance of the findings, as outlined in Sec. 8.3.6, Sec. 8.4.1.E and Sec. 8.5.1.G of the UDO or the Raleigh Street Design Manual.

<b>PROJECT</b>	<b>Project Name</b> Wakefield Pines		
	<b>Case Number</b> S-81-17		
	<b>Transaction Number</b> 536214		
	<b>Name</b> Wakefield Outparcels, LLC		
	<b>Address</b> 11509 John Allen Road		<b>City</b> Raleigh
	<b>State</b> NC	<b>Zip Code</b> 27614	<b>Phone</b> 919-868-4472
	<b>Name</b> Chris Bostic, PE		<b>Firm</b> Kimley-Horn
	<b>Address</b> 421 Fayetteville Street, Suite 600		<b>City</b> Raleigh
	<b>State</b> NC	<b>Zip Code</b> 27601	<b>Phone</b> 919-653-2927
	<b>CONTACT</b>	<b>I am seeking a Design Adjustment from the requirements set forth in the following:</b>	
<input checked="" type="checkbox"/> <b>UDO Art. 8.3 Blocks, Lots, Access</b>		- See page 2 for findings	
<input type="checkbox"/> <b>UDO Art. 8.4 New Streets</b>		- See page 3 for findings	
<input type="checkbox"/> <b>UDO Art. 8.5 Existing Streets</b>		- See page 4 for findings	
<input type="checkbox"/> <b>Raleigh Street Design Manual</b>		- See page 5 for findings	
<b>Provide details about the request; (please attach a memorandum if additional space is needed):</b>			
See attached memo.			
<b>REQUEST</b>			

It is the responsibility of the applicant to provide all pertinent information needed for the consideration of this request. Applicant must be the Property Owner.

By signing this document, I hereby acknowledge the information on this application is, to my knowledge, accurate.

Owner/Owner's Representative Signature

Date

## CHECKLIST

Signed Design Adjustment Application	<input checked="" type="checkbox"/> Included
Page(s) addressing required findings	<input checked="" type="checkbox"/> Included
Plan(s) and support documentation	<input checked="" type="checkbox"/> Included
Notary page (page 6) filled out; Must be signed by property owner	<input checked="" type="checkbox"/> Included
First Class stamped and addressed envelopes with completed notification letter	<input checked="" type="checkbox"/> Included

Submit all documentation, with the exception of the required addressed envelopes and letters to [designadjustments@raleighnc.gov](mailto:designadjustments@raleighnc.gov).

**Deliver the addressed envelopes and letters to:**  
Development Services, Development Engineering  
One Exchange Plaza, Suite 500  
Raleigh NC, 27601

<b>For Office Use Only</b>	<b>RECEIVED DATE:</b>	<b>DA -</b>
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## **Article 8.3, Blocks, Lots, Access**

### **Administrative Design Adjustment Findings**



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The Development Services Director may in accordance with *Sec. 10.2.18*, approve a design adjustment, subject to all of the following findings. Describe how each item is met:

- A. The requested design adjustment meets the intent of this Article;
- B. The requested design adjustment conforms with the Comprehensive Plan and adopted City plans;
- C. The requested design adjustment does not increase congestion or compromise Safety;
- D. The requested design adjustment does not create any lots without direct street Frontage;
- E. The requested design adjustment is deemed reasonable due to one or more of the following:
  - 1. Topographic changes are too steep;
  - 2. The presence of existing buildings, stream and other natural features;
  - 3. Site layout of developed properties;
  - 4. Adjoining uses or their vehicles are incompatible;
  - 5. Strict compliance would pose a safety hazard; or
  - 6. Does not conflict with an approved or built roadway construction project
  - 7. adjacent to or in the vicinity of the site.

- A. The subject subdivision design meets the intent of Section 8.3.1 by supplementing and promoting additional pedestrian connectivity through the development and reducing driving distance within an established street network. A ten-foot-wide accessible sidewalk will be installed through the development interconnecting all three of the resultant parcels with the group housing to the North and existing public sidewalk infrastructure along the perimeter of the property addressing Section 8.3.1A.

To address section 8.3.1C, the internal drive aisle network will provide direct, efficient, and safe access to all three parcels. The design accommodates vehicular and bicycle access to the site via an existing shared access drive on Wakefield Pines Drive and a new access point with right turn deceleration lane on Falls of Neuse Road as recommended by the Traffic Impact Analysis with appropriate internal driveway stem lengths to accommodate vehicular movements. Bicycle parking will be provided on all three lots. The internal sidewalk network is 10 feet in width enhancing pedestrian safety and painted pedestrian crossings are provided at logical drive aisle intersections. The sidewalk network also provides a direct pedestrian path to all 3 lots from the street frontage.

The current block perimeter consists of major streets fronted by the subject commercial corner and group housing but also consists of a residential street providing access to fully developed single family lots with cul-de-sacs located directly adjacent to the subject project. Several factors preclude meeting the block perimeter and the following reasons are presented per Section 8.3.1D. An additional street connection is not possible as the backyards of the single family lots form the adjacent property boundary with the subject commercial property prohibiting connection. Such a cross access connection would also directly link commercial traffic to an incompatible, residential street type. The existing site has extreme topography with 50 feet of grade change in a limited distance. This topography restricts direct pedestrian passage through the property in order to comply with accessibility regulations. The resultant development of the property and installation of retaining walls to provide buildable areas also informs the placement of pedestrian paths.

- B. The project conforms to the Streets Plan in the Raleigh Comprehensive Plan. The right-of-way and street section for Falls of Neuse Road are in compliance with the Streets Plan section, and the project will dedicate right-of-way and provide a fee-in-lieu for the additional pavement to comply with the ultimate street section of Wakefield Pines Drive required in Section 4.4.2 in the Streets Manual. No additional street connections are noted in the Streets Plan. The future land use for the area is neighborhood mixed use which provides for commercial uses needed for the adjacent residences. The driveway and sidewalk facilities proposed accommodate access to these adjacent neighborhoods. The project also supports comprehensive

- plan (T4.1) initiatives by providing a transit easement on Falls of Neuse Road and street trees along both frontages (T2.18).
- C. The project will not cause undue congestion at the intersection of Falls of Neuse Road and Wakefield Pines based on the findings of the traffic study. The project does not compromise safety as the development gains access via an existing cross access driveway on Wakefield Pines and a single, new limited access driveway on Falls of Neuse with deceleration lane which is located per City standards (Section 6.5.8 of Streets Manual). Both driveways will operate at acceptable levels of service. Internal driveway stem lengths will comply with City standards (6.5.8). No issues with pedestrian safety are anticipated as the sidewalk infrastructure will comply with accessibility regulations and be appropriately marked. An internal 10-foot-wide pedestrian path will be provided to all parcels.
  - D. All lots will have frontage to a public street. Lot 1 fronts both Falls of Neuse and Wakefield Pines while Lot 2 and 3 front Wakefield Pines and Falls of Neuse respectively.
  - E. As discussed in Item A above and Section 8.3.1D of the UDO, the design adjustment is deemed reasonable as the existing extreme site topography prohibits a direct, accessible pedestrian passage. The fully developed residential neighborhoods to the North and east preclude a vehicular cross access through the existing block and such an access would require commercial type traffic on a residential street.

# Individual Acknowledgement



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DEPARTMENT

STATE OF NORTH CAROLINA

INDIVIDUAL

COUNTY OF Wake

I, Patrick Merritt, a Notary Public do hereby certify that  
Marlene Klintworth personally appeared before me this day and  
acknowledged the due execution of the forgoing instrument.

This the 28<sup>th</sup> day of February, 2018.

**PATRICK MERRITT**  
Notary Public  
(SEAL) Wake Co., North Carolina  
My Commission Expires Sept. 05, 2022

Notary Public

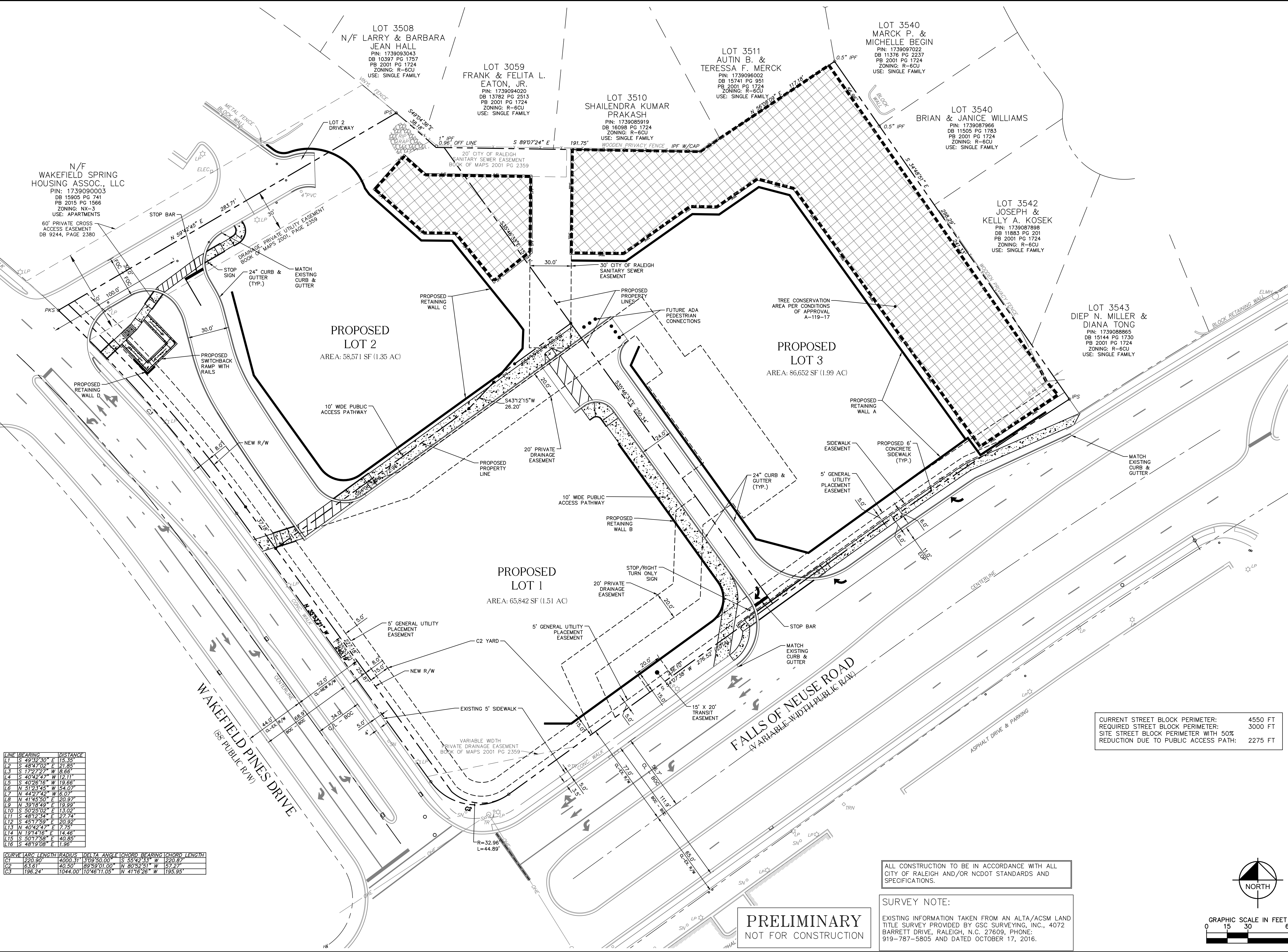
My Commission Expires: Sept 05 2022



Plotted By: Carter, Tim Sheet Set: WAKEFIELD PINES - LOYOUT-C1.1 PRELIMINARY SUBDIVISION PLAN March 07, 2018 03:59:02pm K:\V\AL\DEVA\013031000-wakefieldpines\p15-cad files\plan sheets\C1.1 PRELIMINARY SUBDIVISION PLAN.dwg  
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LINE	BEARING	DISTANCE
L1	S 49°32'30" E	15.35'
L2	S 48°47'02" E	21.85'
L3	S 17°27'27" W	8.66'
L4	S 40°42'47" W	12.11'
L5	S 40°26'16" W	19.66'
L6	N 51°23'45" W	54.07'
L7	N 44°27'42" W	6.07'
L8	N 41°45'50" E	20.97'
L9	N 39°18'49" E	19.99'
L10	S 50°25'02" E	13.02'
L11	S 48°12'34" E	22.24'
L12	S 45°17'59" E	20.92'
L13	N 40°42'47" E	7.75'
L14	N 19°41'16" E	14.46'
L15	S 50°17'58" E	40.85'
L16	S 48°19'08" E	1.96'

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	220.90'	4000.31'	3°09'50.00"	S 55°42'33" W	220.87'
C2	63.61'	40.50'	89°59'01.00"	N 80°52'51" W	57.27'
C3	196.24'	1044.00'	110°46'11.05"	N 41°16'26" W	195.93'



CURRENT STREET BLOCK PERIMETER:	4550 FT
REQUIRED STREET BLOCK PERIMETER:	3000 FT
SITE STREET BLOCK PERIMETER WITH 50% REDUCTION DUE TO PUBLIC ACCESS PATH:	2275 FT

ALL CONSTRUCTION TO BE IN ACCORDANCE WITH ALL CITY OF RALEIGH AND/OR NCDOT STANDARDS AND SPECIFICATIONS.

SURVEY NOTE:

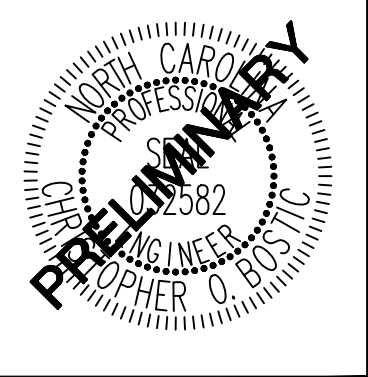
EXISTING INFORMATION TAKEN FROM AN ALTA/ACSM LAND TITLE SURVEY PROVIDED BY GSC SURVEYING, INC., 4072 BARRETT DRIVE, RALEIGH, N.C. 27609, PHONE: 919-787-5805 AND DATED OCTOBER 17, 2016.

PRELIMINARY  
NOT FOR CONSTRUCTION

RESPONSE TO CITY COMMENTS	DATE	BY
RESPONSE TO CITY COMMENTS	03/07/18 TRC	
RESPONSE TO CITY COMMENTS	02/06/18 TRC	
RESPONSE TO CITY COMMENTS	12/20/17 TRC	

**Kimley»Horn**

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421 FAYETTEVILLE STREET, SUITE 600, RALEIGH, NC 27601  
PHONE: 919-835-1494  
WWW.KIMLEY-HORN.COM



KHA PROJECT	DATE	SCALE	AS SHOWN	DESIGNED BY	JOB	CHECKED BY	COB
013031000	11/01/2017						

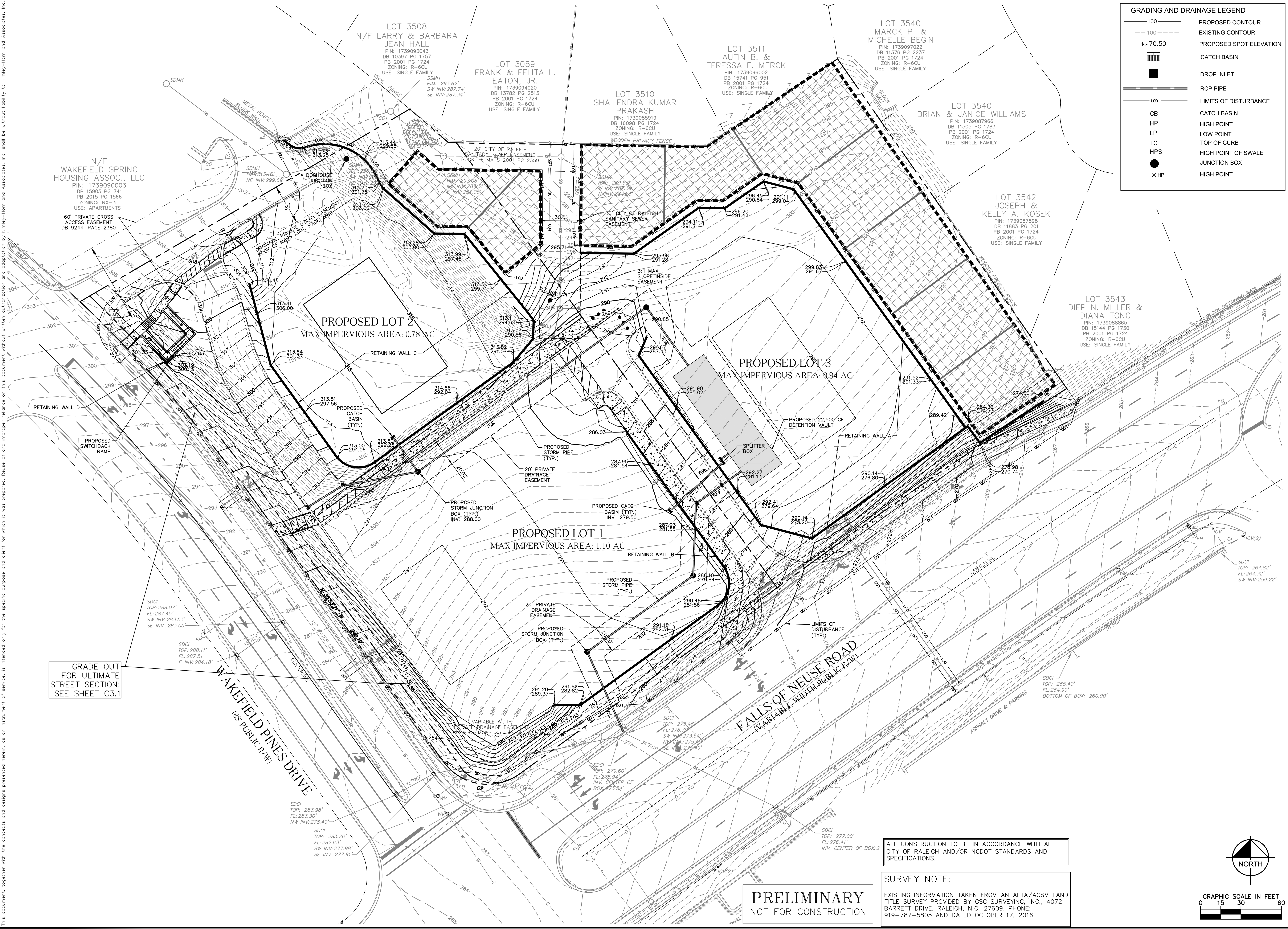
PRELIMINARY  
SUBDIVISION PLAN

WAKEFIELD PINES  
PREPARED FOR  
WAKEFIELD  
OUTPARCELS, LLC

SHEET NUMBER  
C1.1



Plotted By: Carter, Tim Sheet Set: WAKEFIELD PINES Layout: C3.0 PRELIMINARY GRADING & DRAINAGE PLAN March 07, 2018 03:59:15pm K:\REAL\DEV\013031000-wakefieldpines\p15.cad files\plan sheets\C3.0 PRELIMINARY GRADING PLAN.dwg  
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Grading and Drainage Legend	
	100
	100
	70.50
	Catch Basin
	Drop Inlet
	RCP Pipe
	Limits of Disturbance
	Catch Basin
	High Point
	Low Point
	Top of Curb
	High Point of Swale
	Junction Box
	High Point

KHA PROJECT 013031000		DATE 11/01/2017	SCALE AS SHOWN	DESIGNED BY JCB	DRAWN BY JCB	CHECKED BY CGB
PRELIMINARY GRADING & DRAINAGE PLAN		PRELIMINARY				
WAKEFIELD PINES PREPARED FOR WAKEFIELD OUTPARCELS, LLC		NORTH CAROLINA				
SHEET NUMBER C3.0		RALEIGH				

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RESPONSE TO CITY COMMENTS	03/07/18 TRC	DATE	BY
RESPONSE TO CITY COMMENTS	02/06/18 TRC		
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